

February 2008



1965 Falcon Hardtop

February 2008



Cover Falcon: Dave Bell

Dave Bell took the cover photo of his Falcon in front of his neighborhood pub in Yorkshire, England. See more of Dave's Falcons on page 4.

Do you think a photo of your Falcon should be on the cover? Send it, along with a few paragraphs about you and the car to the Editor at the address on page 6.

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Bluegrass Chapter Regional Meet

The Bluegrass Chapter held their first Regional Meet in May 2007 and it was a huge success. There was a tour to the local Ford plant with 25 Falcons and almost 100 people. A local cruise-in attracted 29 Falcons to an event with over 500 cars and, of course there was plenty of time in the parking lot to look over the 82 Falcons that converged on the Louisville area for a great weekend.

This is the first of several Regional and Chapter events showcased in this issue, with more to come next month. So if you're feeling the winter car show blues, these photos and stories will help you get motivated to attend as many Regional Meets as possible next year. They're low key and fun, and you see a lot of new and different Falcons. Make your plans to attend as many as possible this year!



Dale and Champ welcome attendees



Dave Bell of Yorkshire, England (FCA #12121) has three Falcons, but "the 1964 convertible is being restored in Leitz," he writes from across the pond.

The 1963 Ranchero is original, but has been painted and he would like it "to go faster." He bought a 351 engine for it, but is now thinking about a four cylinder sport engine.

The 1965 coupe is fast with a warmed 289. At the time of Dave's writing, this car was for sale to finance his other car projects. He is also restoring a Chevy Nova, a 1946 Chevy pickup truck and a Fiat 500.

Dave writes, "Restoring American cars is easy here in England; parts can be delivered the next day, unlike the British cars, for which parts are hard to find."

The 1965 hardtop on the cover is parked outside the local pub.

Dave enjoys *The National Falcon News*, he finds the Tech Tips especially useful. He would like information on what type of disc brakes to install.

Dave visited Alberta, Canada a few years ago and met some Falcon Club members. He says, "They were very helpful and I would like to thank them again."



President's Message

Please join me in welcoming our newest Chapter to the Falcon Club of America. The Western Pennsylvania Chapter will cover Pittsburgh and the surrounding area. Please give Bob Clark and the Western Pennsylvania Chapter your support. We look forward to joining them at future Regional Meets in Western Pennsylvania.

I receive many newsletters from Chapters around the country and would like to say "Thanks and keep them coming!" In *The Southeast Times*, I noticed there is always a note "Take A Kid To A Car Show" placed within the newsletter. What a great concept! I know we've all asked the same question; "How do we insure the Falcon Club of America will continue over the years as we old timers start to disappear?" I think this is a step in the right direction by taking a kid to a car show. Give this some thought—and some action. See the related story on page 14 about a Falcon Club member who urges you to "Give a Kid a Ride!"

Now that we are well into 2008, we should be making plans to support the FCA Chapters Regional Meets throughout the year. Don't forget to register early and make reservations for the 29th Annual Falcon Club of America National Convention in Springfield, Missouri. Carolyn and I have made all the necessary preparations to attend the Convention and are looking forward to returning to Springfield. Please plan to join us there on July 10-12, 2008.

We will be publishing and distributing the 2008/2009 FCA Membership Directory during the first quarter of 2008. Watch your mailbox for the updated Membership Directory.

Chuck and Carolyn



Regularly Scheduled Chapter Meetings

Alamo Chapter
San Antonio, TX
2nd Sun.—monthly
Pig Stand, 1508 Bdwy.
San Antonio TX
(210) 287-4498

Arizona Chapter
Phoenix, AZ
2nd Sat. except June, July,
Aug. at Berge Ford, 460 E.
Auto Center Dr., Mesa, AZ
(480) 888-0589

Bluegrass Chapter
Louisville, KY
2nd Sat. each month at
4:30 PM—Jefferson Co.
Government Center, 7201
Outer Loop
(502) 231-8715

Blue Ridge Chapter
South Carolina
3rd Sun.—monthly
Greer, SC
(864) 879-1060

Capital City Chapter
Austin, TX
3rd Sat. - monthly, 5 PM
(512) 832-0544

Carolinas Chapter
Charlotte, NC
1st Mon.—7 PM
Ryans Restaurant
Concord Mills Blvd
off I-85
(704) 735-5077

Central California
Falcon's
Bakersfield, CA
1st Tuesday 6:30 PM
Marcia's house,
5304 Southshore
661-587-8539

Fresno, CA
3rd Thursday at Applebee's
in Clovis, 98 Shaw Ave.
7:00 PM
559-322-0108

Early Falcon Car Club
of Victoria, Inc.
Australia
1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter
Arkansas
2nd Sat - monthly
(501) 605-1370

Gateway Chapter
St. Louis, MO
4th Sun.—monthly
(636) 946-6047

Golden Gate Chapter
San Francisco, CA
2nd Sat.—Odd Months
(408) 293-5848

Great Lakes Chapter
Michigan
3rd Sun.—bimonthly
(517) 849-7156

Hoosier Chapter
Indiana
1st Sun.—monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
(317) 786-1638

Lone Star Chapter
Mt. Pleasant, TX
3rd Sun.—monthly
(903) 572-9593

Metro Detroit Chapter
Detroit, MI
1st Sun.—bimonthly
Pia's Restaurant
Ecorse Rd, Taylor
1 mile east of Telegraph
(313) 382-2993

Mid America Chapter
Kansas City
1st Fri.—monthly
(913) 592-3571

Mile Hi Chapter
Denver, CO
3rd Fri.—m onthly
(303) 857-9360

Music City Chapter
Nashville, TN
Monthly Meetings
Call for dates/locations
(615) 452-0321

Northeast Chapter
New England
3rd Saturday —monthly
northeastfalconchapter.com
(401) 823-1059

NE Texas Chapter
Gladedwater, TX
2nd Sat. monthly
(952) 334-1654.

Northland Chapter
Minneapolis, MN
2nd Sat odd months
(763)-420-3050

River City Chapter
Sacramento, CA
2nd Tue.—monthly
(916) 784-2443

So-Cal Falcons
Burbank, CA
2nd Saturday—bimonthly
(818) 845-9725

Sooner Falcons
Oklahoma City
3rd Sat.—monthly
(405) 205-3497

Sonoma County
Santa Rosa, CA
1st Thurs.—monthly
(707) 539-2860

Southeast Chapter
Georgia
1st Sun.—monthly
(770) 887-6268

Space City Chapter
Houston, TX
2nd Sat - monthly
Prince's Drive-In, I-45 &
Fuqua; 6:00 PM
(713) 703-5110

Star City Falcon Club
Roanoke, VA
Monthly meetings
Call for date/location.
540-254-1515

Virginia Falcons
Richmond, VA
2nd Sun. even months
(804) 739-1615

Wheat State Chapter
Wichita, KS
1st Sat. even months
(316) 838-7487

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THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25. (\$30 for Western Hemisphere, \$40 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. Please mark "FCA" on outside of envelope. E-mail address: wcrosby62@sbcglobal.net.

Classified Advertising

Falcons For Sale

1969 Falcon, rebuilt 200 CID engine. C4 transmission, recent brakes, radiator and exhaust. Body rough. \$1000 OBO. Andy Parker, 724-433-4534. Pittsburgh, PA.



1968 Falcon Futura four door sedan, 289 V8, Cruise-o-matic, factory A/C, P/S. Well kept, rust-free Southwest car. Nice shape inside and out. 62,000 original miles. White over gold, white interior. New custom turbo duals, new brakes. Good driver. \$4700 OBO. Cliff Reisig, 505-585-5545 or hhazard87002@yahoo.com. NM.

1968 Falcon Sports Coupe rolling body. Good front buckets, doors, fenders, hood and deck. Little damage to roof area over driver, good glass. No front bumper. Five lug with factory front disc. \$400 OBO. Call 706-340-3753. GA.

1968 Falcon Sport Coupe (body) in good shape—all there and real straight and no major rust. There is no engine or transmission but it is a roller. It comes with a B.O.S only. \$600. OBO. Call Grant at 805-550-2425 for more info. Central CA

1968 Falcon Futura, 4-door. All Glass is good. Body solid-no rust. 289 V-8 and auto transmission. Needs hood. Excellent and easy restore project. \$1000. Call Randy at 479-208-0915. Van Buren, AR.

1967 Falcon station wagon. Frame rusted and broken. Lots of good body parts, good glass, extra chrome strips, tail light

lenses, gauges. The car is located in Weirton, WV, it is in rough shape. Please email for photos, lashonee@yahoo.com. Ed Lasso, 615-319-0383, P.O. Box 90851, Nashville, TN.

1967 Falcon Sports Coupe. Six cyl., auto. Professional body restoration in 1996. Red with black bucket seat interior. Urethane paint, no road salt exposure, Pennsylvania inspection. Runs 100%, needs nothing but a new home. \$5200. Theodore Carman, 215-257-3197 or ctcarman@enter.net. PA.

1967 Falcon Futura Sports Coupe. Six cylinder engine, automatic transmission. Black vinyl top, bucket seats. Third owner, excellent condition. Runs and drives great. Aftermarket A/C. \$7500. Edward S. Mitchell, 258 Rolling Meadows Lane,

—Continued on page 22

How to Advertise in The National Falcon News

Email your classified ads to: wcrosby62@sbcglobal.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when I have to edit and correct every word of the message. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver.

WRONG: ' 64 ford falcon futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastm pennsylvania

RIGHT: 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

To Advertise: FCA members are entitled to two free ads per issue (**limit 50 words per ad**). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. ea. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to wcrosby62@sbcglobal.net. Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**

BY GREG RAGER

Cars & Arts Magazine

Reprinted from The Desert Flyer
Newsletter of the Arizona Chapter

Bill Lind, Editor

Almost from its inception, the automobile has relied upon a simple, inexpensive, often troublesome form of ignition system—points. And while there have been a number of variations, it wasn't until well into the 1970's that a more viable method of providing timed spark was found across the board on production vehicles. Granted, the magneto offered a viable alternative in some specialized applications, but magnetos are and were far more expensive—too expensive for mass automotive production.

Along the way, attempts at providing better ignition were made with everything from Capacitive Discharge ignition systems, to Transistorized ignition systems. Some (mostly performance) applications utilized dual-point systems, but, like others, it was merely variation on the same old single-point system. Once electronic ignition found its way into production vehicles, it was the standard for nearly three decades, until something newer and better came along.

Today, the common automotive distributor has gone the way of the hand crank. Cars now utilize a system of triggering the ignition from either the crankshaft or camshaft, and each spark plug has an individual coil—all tied to, and fired via commands from the vehicle's computer.

But what of those of us with vintage, pre-electronic era cars with points and condenser systems? Is there a way to bring our beloved vintage vehicles at least out of the Stone Age and take advantage of modern technology? You bet there is—and it can be done with a minimum of work and, once installed, is barely detectable to the untrained observer. Enter Pertronix Performance Products' ignitor Electronic Ignition conversion kit.

We've had experience with Pertronix Ignitors in the past, but we wanted an opportunity to pass the information

along to you, our readers. Dave Kurash was kind enough to volunteer his 1955 Thunderbird for the story. Although it's not necessary to remove the distributor from the car to install the Ignitor, we did it to facilitate photography. If you do remove yours, be certain you mark how it was removed.

It's just this simple:



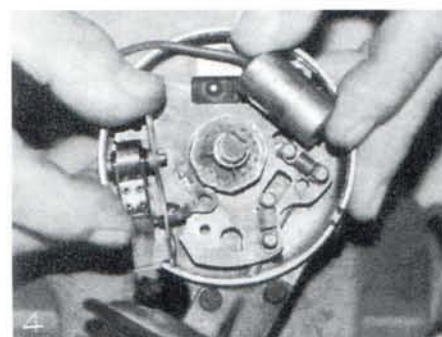
1. Our complete Pertronix conversion kit consisted of a PN40011 Flame Thrower High Performance Coil, PN708 180 Universal High Performance Spark Plug Wires and, of course, the PN1282P6 Igniter unit.



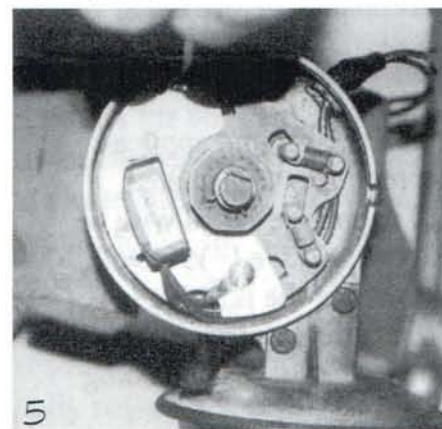
2. Naturally, before attempting ANY type of electrical work, the battery should be disconnected as a safety precaution. Our '55 T-bird is a six-volt, positive ground system, which requires a few unique steps.



3. After marking the EXACT positioning of the distributor, we removed it from the engine. If you remove it, DO NOT move the position of the engine until the distributor is back in its EXACT original position.

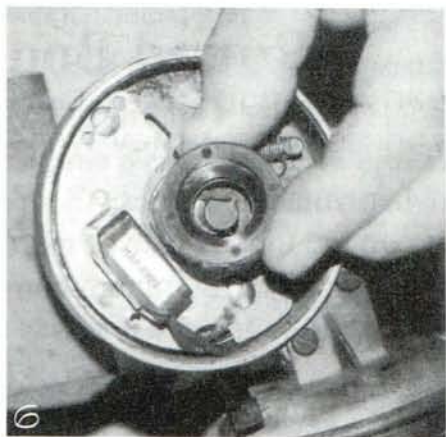


4. With the distributor either in or out of the car, you can now remove the points, condenser and wiring pigtail from the distributor. You can also take this opportunity to clean the inside of the distributor if needed.



Putting a New Spark in an Old Flame

5. With the old parts removed from the distributor, the Ignitor unit screws into the same holes occupied by the points. The new pigtail installs through the existing hole. Don't forget the ground wire.



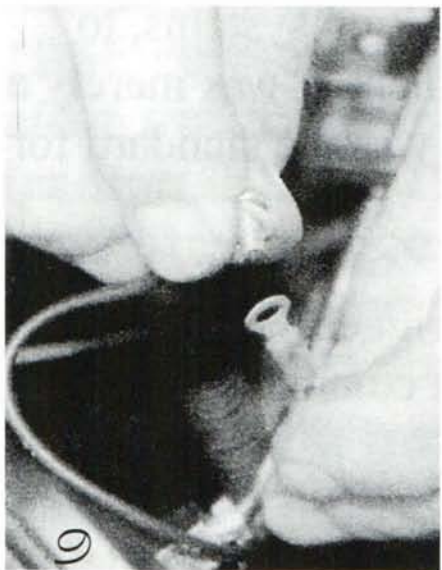
6. Index the Magnet Sleeve from the Ignitor kit over the distributor shaft cam and push it down firmly into position. Make certain it's all the way on and secure.



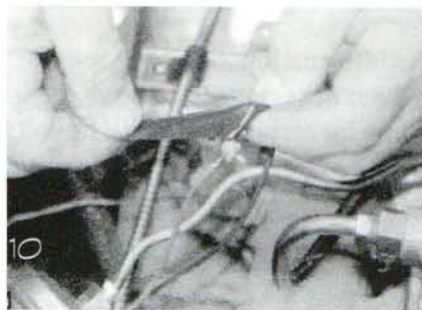
7. Reinstall the rotor (or a new one) in its original position and your work inside the distributor is completed.



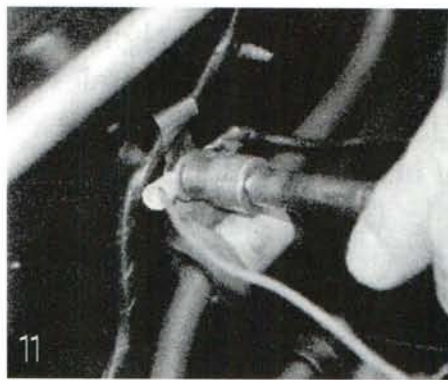
8. We reinstalled the distributor into the EXACT location from which it was removed and temporarily connected the vacuum advance line back up.



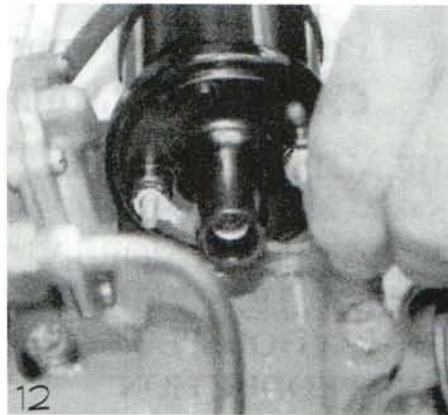
9. Given the fact that our application is a positive ground, a few steps are different than would normally be required. The ignition switch wire from the negative (-) side of the coil connects directly to the black igniter wire.



10. Tape over the connection or use heat-shrink tubing to keep it clean and dry and from making contact with any other part of the car. Soldering is also acceptable before either is done.



11. Our positive ground application also required an insulated AWG 20 copper-stranded wire be run from the positive (+) side of the coil to either the positive (+) side of the battery or to the chassis or body. We chose an existing bolt on the firewall.



12. The wire from the chassis/body/battery connects to the positive (+) post on the ignition coil.

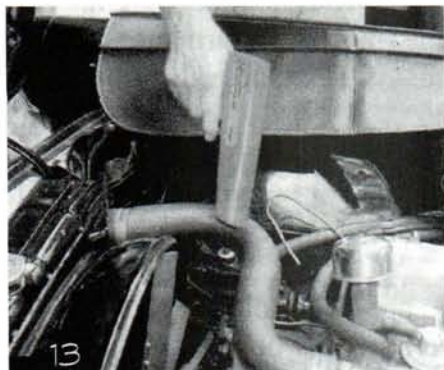
Next Month:

Electronic Ignition Conversion: Pros and Cons

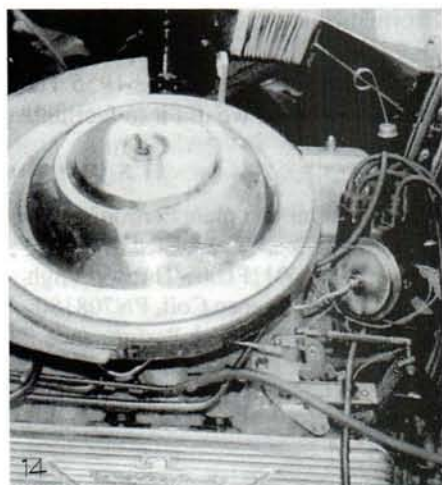
—Continued on page 10

Tech Tip

—Continued from page 9



13. With everything connected properly (including the battery), start the car and, with the vacuum advance line removed and plugged, ensure the timing is to spec. Even if you didn't remove the distributor, don't be surprised to find the timing is now off and has to be reset.



14. Once installed, the only sign there's anything but a stock ignition present is the second wire coming from the distributor. Welcome to a faster starting, smoother running, more reliable engine.

Neither the Editor nor the FCA assume responsibility for the accuracy of the information provided in Tech Tips. Send your Tech Tip to the Editor at the address on page 6.

UNIQUE AND USEFUL TIPS

- **Broken Glass:** Use a dry cotton ball to pick up little broken glass pieces of glass—the fibers catch ones you can't see!
- **No More Mosquitoes:** Place a dryer sheet in your pocket. It will keep the mosquitoes away.
- **Flexible vacuum:** To get something out of a heat register or under the fridge add an empty paper towel roll or empty gif wrap roll to your vacuum. It can be bent or flattened to get in narrow openings.
- **Reducing Static:** Cling Pin a small safety pin to the seam of your slip and you will not have a clingy skirt or dress. Same thing works with slacks that cling when wearing panty hose. Place pin in seam of slacks and, voila! Static is gone.
- **Foggy Windshield:** Hate foggy windshields? Buy a chalkboard eraser and keep it in the glove box of your car. When the windows fog, rub with the eraser! Works better than a cloth!
- **Reopening envelope:** If you seal an envelope and then realize you forgot to include something inside, just place your sealed envelope in the freezer for an hour or two. Voila! It unseals easily.

—Submitted by Kathie Hardin

MIDWEST REGIONAL TACO SOUP

This recipe was a huge hit in the Hospitality Room at the Midwestern Regional. Try some today!

- 1 lb. hamburger
- 1 onion, diced
- 1 package taco seasoning
- 1 package Ranch dressing mix
- 1 can hominy, drained (or corn)
- 1 can ranch beans with juice
- 1 can pinto beans with juice
- 1 can stewed tomatoes with juice
- 1 can dried rotel with juice
- Garlic powder, to taste
- Brown meat and onion, drain grease.

Stir in taco seasoning and ranch dressing mix. In crockpot, put meat mixture and all other ingredients. Simmer until hot. Serve over tortilla chips topped with spreaded cheese.

—Contributed by Jan Stevens

CRUNCHY WINTERTIME NUT MIX

- 1 egg white
- 1 tsp. cold water
- 1 pound lightly salted mixed nuts (500 gr)
- ½ cup sugar
- 1 tsp. grated lemon peel
- 1 tsp. grated ginger

Beat egg white with water until frothy. Add nuts. Combine sugar, lemon peel, and ginger. Mix with nuts until evenly coated. Spread on greased (or sprayed) baking sheet and bake at 300°F for 20 minutes. Stir at least once while baking. Cool and store in container. Makes 3 cups

—Submitted by Reba Schweitzer

Do you have a recipe you are famous for?
Send it to the Editor at the address on page 6.



HH65W

Heater Hoses

5/8" I.D. black, ribbed hose, as original.

'60 - '67 White stripe. Two 4' lengths.
HH65W

\$22⁹⁵ pr

Single 8' length.

'68 Small-block. Red Autolite date code.
HH68R
'69 Small-block. Red Autolite date code.
HH69R
'70 Yellow Autolite date code.
HH70Y

\$24⁹⁵ ea



FM9011



FM9021



FM9023



FM9035



FM9034

Heater Cores

NOTE: Please check your core size before ordering '60 - '64.

'60 - '64 Standard
8" x 6" x 2 1/2"
FM9007

\$49⁹⁵ ea

'66 With A/C
6" x 6" x 2"
FM9035

\$49⁹⁵ ea

'60 - '63 All
7 3/4" x 6" x 2 1/2"
FM9011

\$59⁹⁵ ea

'66 - '70 All standard
7 3/4" x 6" x 2"
FM9023

\$49⁹⁵ ea

'63 - '65 All
7 3/4" x 6" x 2"
FM9021

\$49⁹⁵ ea

'67 - '70 With A/C
6" x 6" x 2"
FM9034

\$49⁹⁵ ea

'63 - '65 V-8 Aluminum Radiators

Great for Restomod projects. Lightweight aluminum radiators provide better cooling than copper / brass radiators.

NOTE: There is a \$10.00 boxing fee on these items.

Other radiators are available. Call for more information.



- 17 3/4" x 15 5/8" x 2 1/4"
- 1 1/2" inlet
- 1 3/4" outlet

380461



- 16 3/8" x 17 1/4" x 2 1/4"

• Inlet and outlet are on opposite side to accommodate later year water pumps that were used with 302, 351, and 5.0L engines.

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Your Choice
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'60 - '65 6-Cylinder Aluminum Radiators

This high-density, 2-row core radiator features 100% welded seams.

NOTE: There is a \$10.00 boxing fee on these items.

Other radiators are available. Call for more information.



- Top: 3 1/8" x 17 1/2"
- Bottom: 1 5/8" x 16 3/4"
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251A

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'62 - '65
6-cylinder
656RH

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'63 - '67
V-8
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'68 - '69
V-8
68V8RH

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'63 - '65 Fan Shroud



Get greater airflow and cooling efficiency with an ABS fan shroud for 260, 289 engines. It's a full 3 1/2". May require minor trimming on 6-cylinder cars with P/S and A/C. You must use a stock 17" fan blade.

C3DZ-8146DP

\$79⁹⁵ ea

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(Last)

(First)

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State _____ Zip _____ Phone _____ email _____

FCA Chapter Affiliation _____ FCA # _____

FALCON INFORMATION

Year _____ Body Style _____ Color _____ Category (FCA Use) _____

Year _____ Body Style _____ Color _____ Category (FCA Use) _____

Category/Class: Stock, Daily Driver, Modified, Diamond in the Rough, Master and Display

See Web Site: www.falconclub.com/category.html for category/class descriptions

	Before 7/01/08	After 7/01/08	Qty.	Remittance
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T Shirt (XXI, XXXL)	\$17.	\$17.	_____	_____

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St. Louis, MO 63139

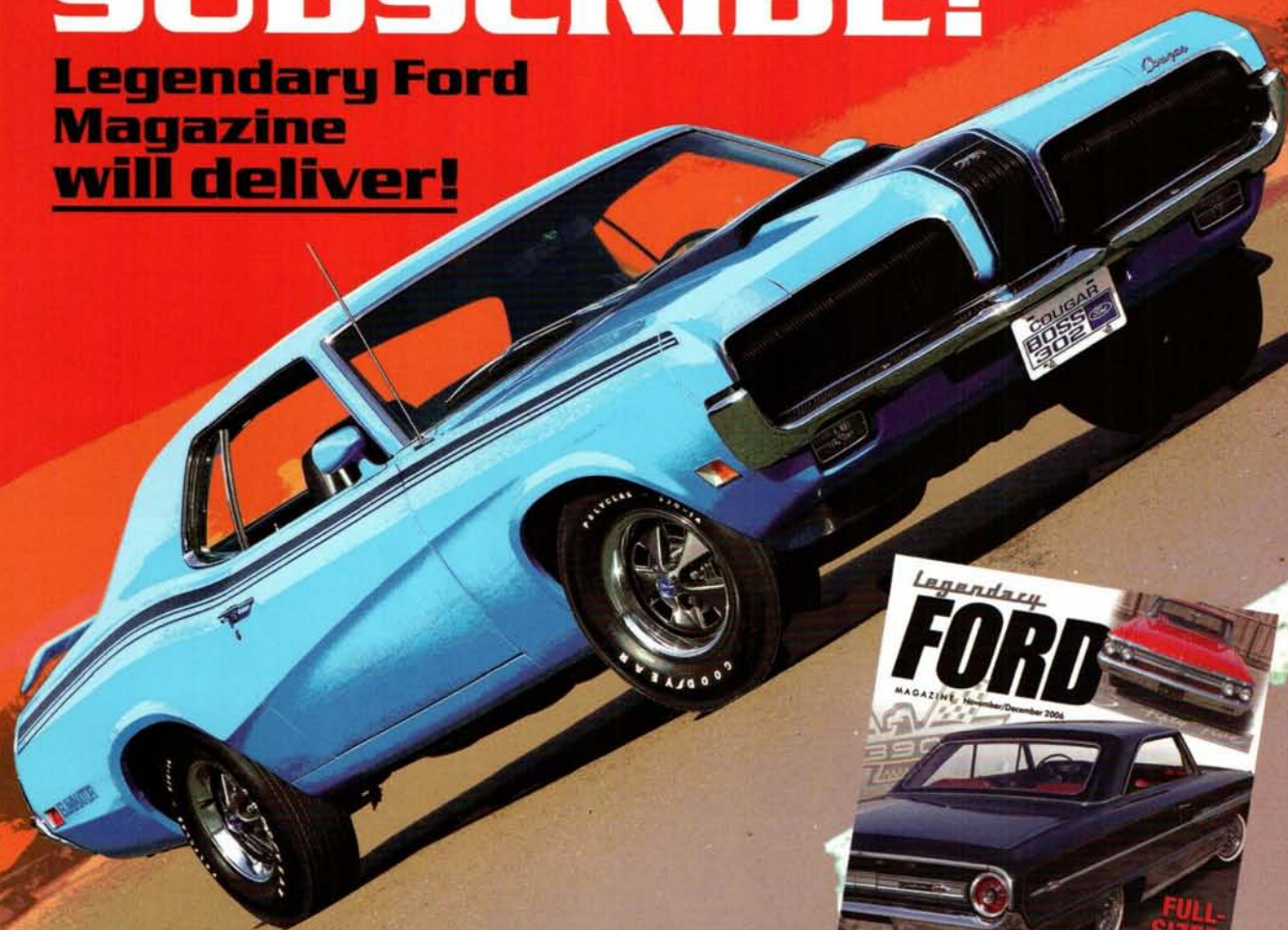
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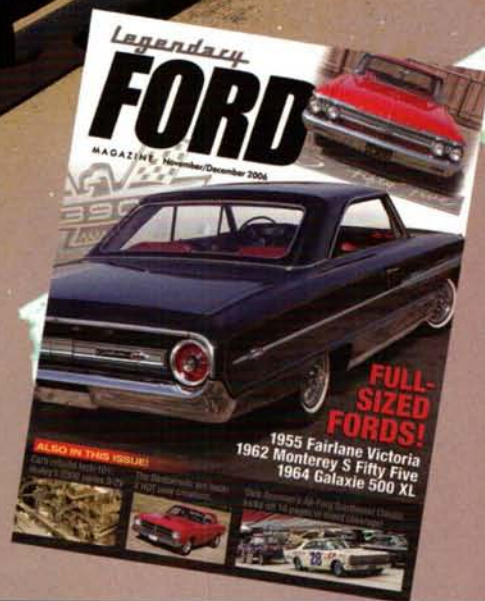
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Ever since I first met Robert Marquardt, in his non-shirt wearing days, he has been adamant about the way to swell the ranks of membership in the FCA. His constant refrain has been, "Give a kid a ride." Well aware that the membership of the FCA is aging and greying, he has consistently maintained that the way to get young folks interested in the old car hobby is to help them realize the magic of old cars by actually riding in one. And, you know what? He's right.

Since President Chuck Beason mentioned that the Southeast Times Chapter newsletter urges folks to take a kid to a car show, it only seems appropriate to include this profile of Bob and his very nice 1966 Futura station wagon in this issue, along with all the regional coverage, including some from our very own youth reporter, Maggy Crawford, who covered the Springfield Regional Meet for us. See her photos on page 31.

Bob has been a big fan of the Minnesota Moments and the Indy Individual series since they began in 2006. For last year's 2007 convention, he was looking forward to a possible profile on his Falcon when he made plans to attend with partner, Marge Winehouse and her two grandsons, Andreas and Saul, champion valve cover racers. The boys attended the Indiana meet with Bob and Marge, and had a great time. So this year, the family set out from New Paris, Indiana in the station wagon to attend the Minnesota meet and hold onto their records as winners in all categories of the valve cover races.

Bob also owns a very nice 1965 Futura convertible, but figured the station wagon would be roomier for the longer trip. They took off for the meet, but about eight miles from home, the station wagon started having electrical problems. Bob figured they could



Les Lyons, Bob and Doug Browning



Jerry Miles takes a closer look



MINNESOTA MOMENTS will return next month.

This "could have been a" Minnesota Moment promotes the "Give a Kid a Ride" theme of this issue.

Robert Marquardt



Bob stops talking Falcon for a photo



With Marge in Springfield



The station wagon has racked up many camping miles throughout the years; second from top, camp on the beach, Key West getaway, kids going for a ride, Bob's son on an early camping trip

turn around and trade out the station wagon for the convertible, but with the boys along, they decided to just jump in the Toyota and make the trip. This would be the first meet ever when Bob didn't have a Falcon. Not much chance to have your Falcon featured if it isn't there...

When we caught up with Bob at the Springfield Regional, the station wagon was on the road again and running like a top. In his verbose, car-guy way, he was going on about not being able to have a profile done, so we did one on the spot. His excellent 1966 Futura wagon definitely deserves a place in *The National Falcon News*.

Bob got the car in 1983. It was an Arizona car that he found in the paper. When he took a look at it, he figured it had to be a drug runner's car; the seats were all slit open, and the car was roller-painted eight different colors. It was a mess. He completed his restoration and paint in 1990, now it is a sweet turquoise color with cloth seats and a 331 engine with a DSS stroker kit. The transmission is Automatic Overdrive. It sports modifications such as Edelbrock heads and intake, water pump and competition hydraulic roller cam, Pro magnum roller rockers and beehive valve springs.

This wasn't Bob's first old car, he had another wagon in 1980 that he used for camping on the beach in Key West during his winter sabbaticals there. That car was a combination of two cars. He has also had Chevrolets for camping on the beach, he likes the wagons because they're big and can carry lots of supplies. He has the Falcon convertible for cruising and car shows close to home. He drives his Falcons, no trailering for Bob; "What's the point? It's a car, meant to be driven!"

He continues his Key West winters with the '66 wagon, he enjoys being

—Continued on page 20

Falcon Rest Mansion Cruise



When Mary found the brochure for Falcon Rest in McMinnville, Tennessee, we both knew with a name that with a name like that, we had to check it out. When we visited, we learned the 1893 mansion was built by the owner of a mill that made Gorilla Work Pants—"So Strong Even A Gorilla Could Not Pull Them Apart!" It was the first home in Tennessee with pressurized indoor plumbing, electricity, telephones, central steam heat, and air conditioning. The only historical mansion in the U.S. comparable to Falcon Rest is the Biltmore House in Ashville, North Carolina.

At the next meeting of the Tennessee Valley Falcons Chapter we suggested a cruise to Falcon Rest for a tour and luncheon. Everyone agreed, and plans were made for a fall cruise. When Joe Wall of the Music City Chapter approached us about having a joint meeting, we suggested the Falcon Rest cruise, since the location is almost exactly halfway between the two Tennessee chapters. We agreed on September 29th as the day for the cruise.



Certainly a scenic drive!



Chapter members pose, then enjoy a luxurious luncheon at the Mansion

Tennessee Valley & Music City Chapters



The weather could not have been more perfect that Saturday morning as fourteen Tennessee Valley Falcon Club members in five Falcons met and cruised over the mountains to Falcon Rest. Shortly after our arrival, we were joined by seventeen of the Music City Chapter folks in seven Falcons.

We checked out each others' cars and talked "Falcons" until time for a delicious lunch in the carriage house where the owners, dressed in 1890s attire, entertained us with period music and fascinating stories and facts about the mansion and its builder.

The remainder of the day was spent touring the mansion and grounds and returning to enjoy our display of gorgeous vintage Falcons parked in front of the mansion. The display disrupted traffic all day as people slowed and stopped to admire our "birds."

Everyone agreed it was the best chapter event of 2007!

—Submitted by Dave Wagner



Mary and Dave Wagner, TVC members



Beach Party!

The Pacific Regional Beach Party Regional was hosted by the SoCal Chapter of Los Angeles and the Beach Cities Chapter of Orange County on the first weekend of October in Dana Point, California.

Thanks to the strong efforts of respective presidents, Peggy Wall and Ben Townsend, the weekend proved to be a blast for all who attended. The weather was perfect, the crowd enthusiastic, and the Falcons more stately than ever. Folks from the various chapters all over the West began showing up as early as Thursday.

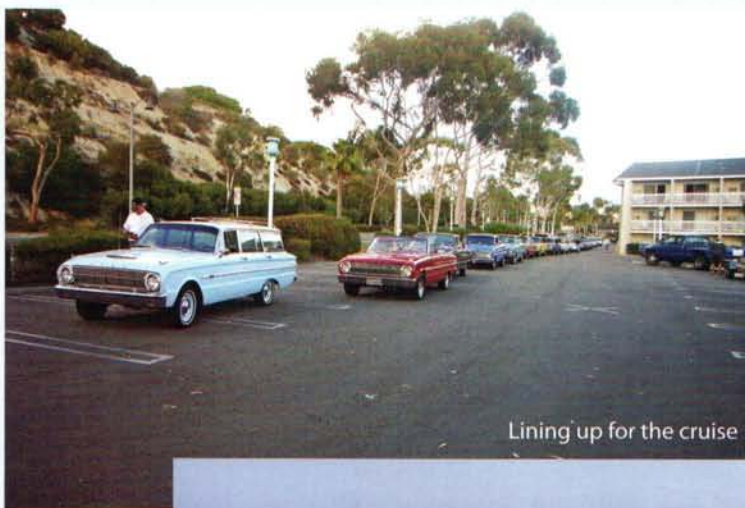
After a good many of the participants and their families had checked in by late Friday, a group of 20 or so Falcons caravanned down Pacific Coast Highway to San Clemente, cruised the pier bowl area, and parked at a local 1950's diner at the south end of town for supper. Chuck Beason, our own FCA president flew in from Florida and joined us here for dinner, which was a real treat. As we all drove through town, we honked and the crowds waved. What a sight!

Saturday was our main event, with over 50 Falcons, representing nearly all years and models, gracing our own designated picnic/parking area at Doheny State Park, right on the water at the famous surfing spot. Ray Johnson, Pacific Regional Director, drove down with a number of his buddies from the Bay Area, adding good fun and company to the entire weekend.

Dave Peeters, club member and photographer by trade, shot each car



Beach Party organizers take a minute off from working and cruising for a group shot



Lining up for the cruise



Falcons cruise to the 1950's diner



Harbor view

Southern California Regional Meet

Pacific Regional Awards



Charlie Garcia, Oldest Falcon; 1960 sedan



Charlie Weber, Longest Distance Driven, 1965 Econoline



Marcia Simpson, Ladies Choice; 1962 Deluxe Wagon



Tim Schmidt, People's Choice; 1965 Futura



Chuck Beason, FCA President with Norm Huie, Beach Cities Chapter



Donna Willoughby and John Kaitangian provided the gourmet barbecue.

and allowed the awards committee to assemble a nice participation plaque for each entry, resulting in "No Falcon Left Behind" when it came to awards. Four trophies were presented at the end of the day.

Oldest Falcon went to Charlie Garcia with his 1960 Sedan. Charlie is also the original owner of this oldest registered Falcon in the state of California. Receiving the Longest Distance Driven award was Charlie Weber, driving his 1965 Econoline from the Lake Tahoe area. Ladies' Choice went to Marcia Simpson and her awesome 1962 Deluxe Wagon. Finally, earning the Peoples' Choice vote, was a stunning 1965 Futura, freshly restored and owned by Tim Schmidt.

An all-out gourmet Bar-B-Que was then presented by our member-chefs, Donna Willoughby and John Kaitangian. At the end of the day, we all remarked on how good God's grace had been to us, and just how much fun—along with lots of hard work—it was to be involved in the planning and coordinating of this event. Rumor has it that these chapters may consider hosting a National Convention here in the future. We're sure they would do a great job!

—Submitted by Norm Huie
Beach Cities Chapter

—Continued from page 15

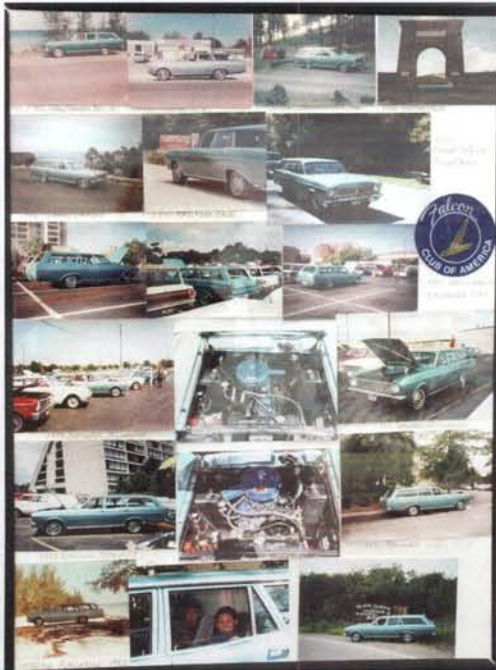
able to walk his daily seven miles completely over water on the bridge; he asks "Where else can you do that?"

The wagon has about 80,000 miles on it and is still going strong. He takes it to local car shows, alternating with the convertible, and always takes the boys along. His cars are meticulously detailed and put together, he has over nine First Place awards. He enters his cars in the Master's Class now, being a strong believer in giving the up-and-coming young folks a chance at competition.

Bob has been a member of the FCA since 1991, he did his car first, then joined the club, a tactic he definitely does not recommend to others. After his car was restored, he got involved to "get the word out" about the Falcon Club of America.

As far as the future of the FCA, once again, Bob says, "Give a kid a ride, take them to a car show, get them doing something besides video games and watching TV." He adds, "Modified is the way it's going to be for the future of the club; the young people who want to join have creatively modified their cars and want to be able to show them and compete. For better or worse, the old-timers insistence on original and pure Falcons is a thing of the past."

Bob encourages all Falcon owners to embrace the differences, and make sure the Club has a solid future for a long time to come. His final words—"Give a kid a ride."



Instead of trophies or restoration photos, Bob displays family trips, places he's been, camping in Key West and kids and cars on his show board.



Lots of power under the hood with a 331 engine with DSS Stroker kit

Your Letters

To the Editor, Wendelyn Crosby:

While I was looking through a 1999 copy of *The National Falcon News*, I came across a debate on whether or not to allow Comet owners to join the Falcon Club of America with their Comets, since they are so similar to the Falcon and were manufactured on the same line.

There was also a suggestion about going back to the smaller magazine format of *The National Falcon News*.

These two things caused me to think that we need to change the name of the Falcon Club of America to the Falcon, Comet and Hot Rod Club of America; because of all the hot rod Falcons, and very few "pure" Falcons in *The National Falcon News*.

Fraternally Yours,
Richard E. Alyea
Bethany, Oklahoma
FCA #3729

Dear Editor:

I received my copy of the club magazine and I want to tell you how happy I am with your rendition of my "non-sense" about my 1960 Ranch Wagon. The pictures came out fine and the text wasn't too bad either! I have done dozens of this type of article for various club magazines, but this is the best!

I enjoy all my cars and motor scooters, but more than anything, I love showing them to other people and seeing them enjoy them too. I know several people with nice collections who will not invite a car club to see them. That is not my idea of the old car hobby. When finished, if ever, my Ranch Wagon will be displayed in a shopping mall in Fort Bragg for people to see. I was having some problems with the upholstery, but with the help of Don Branson in Missouri, we are getting along fairly well.

One of the best things about the Falcon Club of America is the willingness of the members to help each other out, no matter what model or modification of Falcon they have.

M.E. "Red" Burke
FCA #12526
Fort Bragg, California

Why Men Don't Write Advice Columns

Ask Walter

Dear Walter:

I hope you can help me here. The other day I set off for work leaving my husband in the house watching the TV, as usual. I hadn't gone more than a mile down the road when my engine conked out and the car shuddered to a halt. I walked back home to get my husband's help. When I got home I couldn't believe my eyes. He was in the bedroom with a neighbor lady making passionate love to her.

I am 32, my husband is 34 and we have been married for twelve years. When I confronted him, he tried to make out that he went into the back yard and heard a lady scream, had come to her rescue but found her unconscious. He'd carried the woman back to our house, laid her in bed, and began CPR. When she awoke she immediately began thanking him and kissing him and he was attempting to break free when I came back. But when I asked him why neither of them had any clothes on, he broke down and admitted that he'd been having an affair for the past six months.

I told him to stop or I would leave him. He was let go from his job six months ago and he says he has been feeling increasingly depressed and worthless. I love him very much, but ever since I gave him the ultimatum he has become increasingly distant. I don't feel I can get through to him anymore. Can you please help?

Sincerely,
Mrs. Sheila Usk

Dear Sheila:

A car stalling after being driven a short distance can be caused by a variety of faults with the engine. Start by checking that there is no debris in the fuel line. If it is clear, check the jubilee clips holding the vacuum pipes onto the inlet manifold. If none of these approaches solves the problem, it could be that the fuel pump itself is faulty, causing low delivery pressure to the carburetor float chamber.

I hope this helps.

Walter

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Editor's Note: Thanks, Red! Now if only I could cash this...

Classified Ads (con't)

—Continued from page 7

Saluda, SC 29138. Call 864-980-6031 after 7 PM Eastern time.

1966 Ford Falcon Ranchero. 200 Six cylinder, three speed on column, runs good. I have too many projects. I have three Rancheros, will sell all together or separately. \$2000. Stan Mitchell, 864-980-6031 after 7:00 PM Eastern. SC.

1965 Falcon Futura two door hardtop, 289, V8, auto. Everything overhauled or new from radiator to rear. Bucket seats. 22 years in storage. gas tank boiled out. Never hit. Duals, new chrome wheels. Solid state ignition. No rust. 52,000+ original miles. Needs paint, jeadliner, carpet. \$5500. Senior owned. Nicholas Dibs, 541-660-4767. OR.

1965 Falcon Sprint convertible. Re-stored, new paint, interior, top. Rebuilt motor and transmission. Black paint, black interior, black top. 50,787 miles. Sprint tachometer, black plates, bucket seats, concole. 289 C4 Power steering, A/C. Lots of new parts and chrome. For more info, call Chuck, 951-659-5807. \$22,500. CA.

1965 Falcon Futura 4 Door Station Wagon. 200, 6 cyl with electronic ignition, 3 speed. White with red stripe & interior. Car is complete. Can be driven home. Can email picture. \$2300 Andy Trahan, 337-278-6954 or dreuxtrahan@cox.net. LA.

1965 Falcon Econoline. Straight six. Manual transmission. CA vehicle.

Surface rust. Needs restoration. \$750. OBO. Tom Spangler. 262-549-5509 or mgrainger1@wi.rr.com. WI.

1965 Falcon 4 door wagon. 289 CI V8, C4 automatic transmission. Body straight but needs paint. Asking \$1200. Contact J.B. Long at polecat1010@yahoo.com. Car is in San Leadro, CA.

1965 Falcon Sedan Delivery. 200 CID, 6 cyl, Auto. New floor pans, windshield rubber, and headliner. Needs some body work and paint. \$5,000. Call Jay Ellis, 513-724-3930 OH.

1965 Ranchero with 289 engine, C4 transmission. Red with Black Interior. Rust on quarter panels, doors and under-

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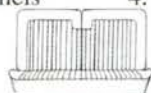
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neath hood. Dash chrome (plastic) pitted. Body mouldings missing. Car located in Northern New York. Asking \$4000. Rod, 352-598-0602 or restafford@yahoo.com FL



1964 Falcon 4 door sedan. 260 V8 engine, 2 speed automatic, Ford factory air conditioning. Well maintained rust free original, excellent condition inside and out with 107,500 miles. Interior expertly redone with NOS fabrics, excellent Chantilly Beige paint with clear coat. Runs great. First place in it's class at Falcon Nationals 1998. \$6000. Mike Nichols 970-385-7538 or email twoforsteam@hotmail.com. CO.

1964 Falcon Sprint Convertible. 260 V8. Rare 4 speed, bench seat, convertible. Excellent original condition, no rust. Numbers 146,000 miles. \$14,500. Jim Cook, 765-564-4443 or jcplace2@ffni.com. IN.

1964 Falcon Futura Convertible. Looks great. Six cylinder, 170 CID. 94,000 miles. Rangoon Red, black interior,

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white top. \$6,500. OBO. Call Con at 571-437-9521 or con@kohldesigns.com. Northern VA.

1964 Sedan Delivery Deluxe. Car is a coded 78B, one of 98 made. Owner knows of one other that may be in existence. Strong runner (302 Roller), modified interior, Versailles rear end and disks all around. Needs a little repair to the gutters (one side done) and a brake job. Asking \$16,000 OBO. Photos on Sonoma County Falcons for Fun website. Contact Douglas at 707-894-7424 or dlaurice@earthlink.net. CA.

1964 Falcon four door sedan, 170 special. Three speed manual transmission. New brakes. Interior is very good, body and paint are fair. Engine runs great. Needs floorpans, clutch and exhaust. Asking \$1000. Jeff Schadle, 319-472-5395. IA.

1964 Futura convertible; rolling chassis. V-8, standard shift, power steering car. Exceptional floors, frame and solid body. Off the road since 1976 and stored indoors. \$2900. Also 1967 engine and excellent four speed top-loader package available complete, \$1450. Theodore Carman, 215-257-3197 or ctcarman@enter.net. PA

1964 Falcon 2 door sedan, 6 cylinder engine with standard shift. Body in good shape, runs good. Restoration started, but needs to be completed. Asking \$1800. OBO. Call for more info. Wayne Gann, 615-876-2582. IN.

1964 Falcon 4 door station wagon. Good trim and glass, rusty floors, \$850. MN title. Call Tim, cell 701-238-1277, home: 218-937-5682. West central MN.

1964 Falcon DeLuxe Ranchero. A Texas vehicle, no rust or bondo ever. New Rangoon Red paint, interior, with many NOS parts. Six cylinder engine with 3 speed manual transmission. \$8750. Don Pelton, 903-852-7067. TX.

—Continued on page 24

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Classified Advertising (con't)

—Continued from page 23



1963 Falcon Futura convertible, light blue, 6 cyl. engine rebuilt in 2001, few miles since then. Two speed., seats, top, carpet etc. in average+ condition, small bubbled rust one fender, rust in trunk, more photos available, Neat car! \$6900 OBO. Ray Heffington, 386-212-8282 or Ray-Lonna@HeffingtonAnd-Associates.com. DeLand, FL

1963 Ford Falcon Ranchero. New red paint; new red/white int; new carpet; spoke hubcaps; completely rebuilt front end; detail eng compartment; brand new AC; auto trans; large, 200 cu-in 6-cyl; CD player; spotlight; bedliner; lots of extras, too many to list. \$19,500. David H. Jenkins 678-207-7170. Atlanta, GA.

1963 Falcon Futura Convertible, white exterior, white convertible top, red interior – new carpets, new upholstery, new door panels, always garaged, 6 cylinder, automatic transmission, great car, \$12,000.00. Joanne Henderson, 314-894-3024 or jojofalconlady@sbcglobal.net. MO.

1963 Falcon 2 door sedan. 170 cubic in. completely reconditioned and rebuilt engine. The interior was redone with original fabric. Headliner replaced. New rubber on front and rear windows and doors. New tires, grille and gas tank. All chrome was redone and the car was repainted blue. Over \$12,000 invested, asking \$8,500. Richard Hostetter, 717-838-1091 or rh1091@comcast.net PA.

1963 Falcon wagon parts car. Car is complete but rusted beyond any idea of repair. 260 V8, 3 speed, 3.25 rear. No title. All mechanical parts are in place.

\$700. Call Jack, 856-547-7016 after 6 PM. NJ.

1963½ Sprint Convertible "Basket Case" Torn down, some metal work complete. Many new replacement parts. Lost interest. \$2000. Bob, 724-265-2765 PA.

1963½ Sprint Convertible, 4speed manual. Flooded in paint room. All trim/chrome/tach removed prior to flooding, all safe and secure. The body and mechanics were fine prior to flooding over the hood. \$3250. Steve, 504-908-5210. New Orleans, LA.

1963 Falcon convertible 260 V8 4 speed. Lost interest due to recent (botched) paint job. \$4500. firm. Ben, 858-452-1303. CA.

For sale: three parts cars; 1963 Falcon Sprint \$650, 1963 Falcon 4 door, \$250., 2 door Mustang II IFS \$450. Call Tim, cell 701-238-1277, home: 218-937-5682. West central MN.

1963 Futura 6 cylinder, auto. Restored to original with parts. Car and lots of parts, \$4000. Dan Hatch, 731-824-2480. TN.

1963 Falcon 2 door hardtop. Customized in Darryl Starbird's shop in the mid 60's. This has a 289, 4 speed, bucket seats, and console. This car runs fine and is a lot of fun to drive. Still needs a couple of items to make it top notch. \$12,500. Call Tim Sutherland 316-655-0697. Wichita, KS.

1963 Falcon Sprint Convertible 289, 3 speed. Pretty good shape car with minor details to work out. Call Tim Sutherland 316-655-0697. \$10,000. Wichita, KS.

1962 Ranchero, 302, C-4, dual exhaust, Mustang shifter, 14" 4 lug chrome mod wheels, good tires, blue & yellow plates, clear title, cert. of non op. Not running, needs wiring harness and floor pans. \$1000. OBO. Mark, 916-595-4236 Sacramento CA.

1962 Falcon 4 door sedan, 144 CID, auto. Clean and straight, no rust or bondo. 31,177 miles, good tires and brakes. Red and white exterior, red and silver interior. OE Shop Manual, many extra parts. I also have the title. Asking \$6000. Write for more information. Vernon LeDuc Jr., P.O. Box 1454, Keystone Heights, FL. 32656-1454.



1962 Falcon Station Wagon. Original rust free Arizona car. White & Chestnut brown. New radial tires. Deluxe package. Air conditioning. Six cylinder later model, with automatic transmission. Drive anywhere. \$10,900. John Prosje 954-467-8371 or kelautoaircondit@bellsouth.net. FL

1962 Falcon sedan delivery. 170 cid with 3 speed on the column. New tires. Electric rear window. Daily driver or easy restoration. \$5995. Don Bougher, 503-868-7500 or rainbow.farms@att.net Box 5108, Salem, OR 97304.

1961 Falcon 2 door coupe. Third owner, black plate California car, originally a Hertz rental at SF airport. Owner has Hertz paperwork and clean title. Car has moon wheel covers, KYB's, great seats, good body trim, great grille and good front and rear bumpers. Body has some minor dents and a few rust spots, but is amazingly intact for its age. It has a 170 CI six cylinder engine and two speed automatic. This is not a perfect car, but would be a great project or commuter.

Car does not run, needs brakes. I really want this car to go to a Falcon family. Asking \$1000, but would trade for FE performance parts. Car is in Santa Cruz, CA. Jim L, voodoojl@comcast.net.



1961 Falcon first year Futura; new seat covers/mats/padded dash/original color paint; re-chromed bumpers; perfect grille; 5 rare original hubcaps; 95,000 miles, needs undercoating; 85%+ restoration and book value of \$9,000+; Asking \$6,000. OBO. Will deliver to much of the east. Ray Malenfant, 302-492-8715 or dasfalcon@dmv.com. Email for pix. DE.



1961 Falcon Sedan Delivery. 260, V8 standard 3 speed on column, dual exhaust. White with blue stripes. Straight body, no dents, excellent glass, grille and trim. \$7500. Call L. Kowalsky, 210-616-0854. TX

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Thanks to our advertisers for supporting the Falcon Club of America.

Classified Advertising (con't)

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If anyone is interested, I have two Falcon station wagons & doors, etc. 1962 4 door white wood, roof rack, red interior with bucket seats and console. 1965 4 door wagon, plain Jane. Both cars \$2000. Both cars on wheels. Should be gone over. Stanley Sioux, 570-538-3464 anytime. PA.



1960 Falcon Tudor: Rolling chassis. no motor or trans; has an automatic brake pedal. A good body with very little rust. Right floor pan has been replaced. Has optional factory electric wipers and radio. I have many drive train options at additional cost. No title. \$750 as is, Lenny Kellogg 970-593-1964, or lenkellogg@lpbroadband.net. CO.

Falcons For Sale: 1964 Futura H/T perfect rolling bare body and chassis in dark gray primer. No rust or body repairs. \$3500. 1965 Futura H/T bare body. Shock towers removed, Pinto front end. Great for race car or street machine. \$1000. 1965 Futura H/T bare body. Solid. All new front suspension. V8 car. 1968 Falcon 2 dr Coupe. Some rust in quarters or parts. \$500. Numerous other Falcons for sale. Call or email Don Branson, 636-228-4501 or dbranson@mail.win.org. 4097 Hwy T, Marthasville, MO 63357

Falcons Wanted

1966-67 Falcon Sports Coupe with Factory Air. Will consider all conditions and possibly newer years, but prefer a 1966 in excellent condition. Chuck, 615-268-

3044 cell or chuck@mindspring.com. Nashville, TN.

Wanted: 1965-1969 Ford Falcon Futura station wagon. Want something that needs work. Michael Murphy, 716-883-3689. Buffalo, NY.

1964-1965, Red-on-red restored convertible. Bucket seats, V8, auto, power steering. John Waugh, 760-723-0705 or send email to JCW123@sbcglobal.net. San Diego County.

Parts Wanted

1969 Falcon 2 door right rear wheel, opening moulding and all four wheel opening moulding for 1970½ Falcon. Steve Walkerow, 1181-D Mindy Lane, Wooster Ohio 44691. 330-263-6503 or 69cruiser@sssn.net.

For 1962 Sedan Delivery. Want to buy or plans to build, the wood platform that goes between the front seat and the cargo area. Rear cargo floor mat. Door panels for steerhead interior, must be excellent to mint. Gordon, 313-543-3197 or gkraning@sbcglobal.net.

Wanted: Rear quarter window stops (4 per window) for 1964 Falcon Sprint Convertible. Metal trim for 1964 Sprint arm rests. Call Patricia D'Alessio, 321-255-6639 or p3puttpatty@aol.com. FL.

WANTED: A pair of 3 pin Sprint fender script for 1963-64 Falcon Sprints. Also front & rear seats (bench or buckets) and convertible boot chrome for 1964-65 Falcon convertible. I can be contacted at copper1326@cox.net or 402-639-1816. Jason Bosiljevac, Omaha, NE.

5-bolt bell housing to mate to C-4 that fits 1963½; 260 V-8. R.L. Hall, 417-882-7617. Springfield, MO.

Wanted: 260 cu. in. engine Complete. I will rebuild! Contact RL Carpenter Sr.,

910-358-0790 or send email to rlcarpenter@coastalnet.com. NC.

Wanted: Falcon Sprint Tachometer in excellent working condition. Please contact Jeff Schlink with details at 309-454-9384. IL.

Looking for a factory tachometer for 1964 or newer Falcon. Call Ed, 215-493-6749 anytime. PA.

A complete rear axle assembly from a 1960 Ranchero or Station Wagon with the 144 engine. The axle code is 2 as seen on the door data plate and the ratio is 3.89:1. I will also consider axle code 1 with a 3.56:1 ratio from the same models. Phone Joe Tatti, 905-335-2834 after 6:00 pm EST. Ontario Canada.

Carburetors; part # on air horn C8OF-AB & C8OF-AA. FE distributors; part # on housing C8OF-D, C8OF-F, C8OF-H. The parts must be in excellent condition, either used or NOS. Keith Litteken 11394 Revere Ln., St. Louis Mo. 63128-1416. 314-351-1789 or kslitteken@aol.com.

Can anyone HELP? I need a hood to fit a 1967 Falcon. I have been searching everywhere. George Soresino, 386-586-1064 or junglems_2001@yahoo.com. FL.

1962-63 Ranchero/station wagon gas caps. Wayne Stephenson, 7853 Quill Garden Ave., Las Vegas, NV 89149.

Parts For Sale

1967 carburetor for 289 2V w/automatic tag # C7DF R, \$50. 1970 302 heads: cast # DOOE, \$100 pr. 1968 302 4V stroked to 347: Eagle rotating assembly, Holley, Edelbrock, MSD, ARP main & head studs, roller rockers and stud girdles \$4,800. Keith Litteken 314-351-1789 or kslitteken@aol.com, MO.

260 Cu In. V8 engine \$475. 1964 Falcon convertible parts: fan blade, sun visors,

—Continued on page 29

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1965-72 Ford Galaxie-LTD

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1966-79 Ford Bronco

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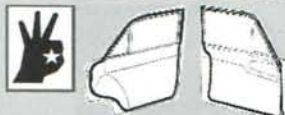


1960-63 Falcon 2 & 4 dr sedan
outside door handles. LH & RH
C0DZ-6422404-PR **\$110.00pr**



1960-63 Falcon inside door handle. RH or LH
C0AZ-6422600-A **\$20.00ea**

FALCON DOOR SEAL KITS



1960-65 2 dr sdn, wgn, Ranchero
C0DZ-6220530-PR **\$95.00pr**

1960-63 4 dr wagon
C1DZ-7120530-SET **\$225.00kit**

1960-65 4 dr sedan
C0DZ-7320530-SET **\$180.00kit**

1960-65 4 dr sedan (front doors only)
C0DZ-7420530-PR **\$100.00pr**

1960-63 2dr hardtop & convertible
C3DZ-7620530-PR **\$95.00pr**

1966-69 2dr sedan
C60Z-6220530-PR **\$100.00pr**

1966 Ranchero
C6DZ-6620530-PR **\$100.00pr**

Door weather stripping adhesive (3M)
Does approx. 2 doors **\$10.00tube**

FALCON WINDSHIELD SEALS



1960-65 2 & 4 dr sdn, wagon
C0DB-6403110-C **\$65.00**

1963-65 2 dr hrdtp & convertible
C3DZ-6303110-A **\$77.50**

1963-65 convertible windshield post
to door seals **\$80.00pr**

C3DZ-7603198-PR **\$80.00pr**



1960-65 Falcon RH vent window
handle
C30Z-6222916-A **\$20.00**

1960-65 Falcon LH vent window handle
C30Z-6222917-A **\$20.00**

FALCON

1962-63 FALCON rear quarter panel
letter set. Does 1 side.
C2DZ-6240282-SET **\$25.00set**

FALCON REAR WINDOW SEALS



1960-62 2 & 4 dr sedan
C0DB-6442084-A **\$70.00**

1963-65 2 dr hardtop
C3DZ-6342084-B **\$70.00**

1962 2 dr sdn #62C, 1963-65 2 & 4 dr sdn
C2DZ-6242084-A **\$80.00**

1960-65 Ranchero
C60Z-5442084-A **\$50.00**

1966-67 Ranchero
C60Z-544208-A **\$65.00**

1966-67 2 dr sedan
C60Z-624208-A **\$90.00**

1966-67 4 dr sedan
C60Z-5442084-A **\$65.00**

FALCON VENT WINDOW SEALS



1960-65 2 & 4 dr sedan
C0DB-6421448-PR **\$80.00pr**

1963-65 2 dr hardtop & convertible
C3DZ-7621448-PR **\$80.00pr**

1966-70 2 & 4dr sedan
C60Z-6221448-PR **\$150.00pr**

1960-61 Falcon 2 & 4 dr sdn trunk lid
emblem with chrome bezel
C0DB-6443504-A **\$75.00**



1968-70 Falcon RH vent window handle
C80Z-5422916-B **\$15.00**

1968-70 Falcon LH vent window handle
C80Z-5422917-B **\$15.00**



1964-66 Falcon outside mirror. LH or RH
C5AZ-17696-F **\$80.00**

FALCON SIDE WINDOW ANTI-RATTLE KITS



1960-62 2 dr sdn, doors and quarter
windows (8 pieces)
C0DZ-6421452-K **\$60.00kit**

1963-65 2 dr sdn, doors and quarter
windows (8 pieces)
C3DZ-622-452-K **\$60.00kit**

1960-62 Ranchero
C0DZ-6621452-K **\$50.00kit**

1963-65 Ranchero
C3DZ-6621452-K **\$40.00kit**

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COMB-6443720-C **\$17.50**

1964 and 1967-70 all with trunks
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1965-66 all with trunks
D0AZ-6243720-A **\$27.50**

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Classified Advertising (con't)

—Continued from page 26

chrome around inner windshield, chrome around the back window to snap the booth on, hood brackets, glove compartment cover. Call for prices and details. 1963 falcon convertible parts: everything you need to convert automatic 260 V8 to 4 speed standard transmission.

14 inch magnum wheels with tires. Many other parts, too many to list. calls for details and prices. Tom Maslanka, 860-583-6359. CT.

Large collection (100+) of Ford and Lincoln hubcaps for sale, circa early 1950's through late 1970's. Some with rust, most in good condition. Makes range from LTD, Torino, Lincoln Continental, Thunderbird, and Galaxie. Email Justin Gwin at redrzbk1@msn.com or call 501-416-4402. AR.

Brand new tires. Winston Classic tires P205/75R1495S Standard Load 305-22 TBLS Treadwear 560 Traction A Temperature B. \$100.00 for all four tires. Joanne Henderson. 314-894-3024 or jojofalconlady@sbcglobal.net. MO.

1964-65 Falcon Parts: Speedometer with both gauges complete instrument cluster \$85. Single speed wiper motor \$25. Sunvisors complete with mounting hardware \$30. 1964-65 Ranchero Parts: Latches for tail gate \$15.pair. Tail light buckets, bucket to body gaskets, tail light lenses and gaskets complete \$40.pair. All ITEMS PLUS SHIPPING Call Ray at 505-524-3371 or 1965falcon@zianet.com or P.O. Box 3 Fairacres, NM. 88033

1966-70 Drivers Side Door with glass and door panel for a 2 door sedan. \$35. 1966-70 Drivers Side Door for a 2 door sedan without glass, \$25. 1966-70 sengers Side Door for a 2 door sedan without glass, \$25. 1966-70 Trunk Lid with a small dent, \$20. Used FOMOCO radiator for a 200 six cylinder engine,

\$10. Original spare tire with hubcap for a 1964-65 Falcon (looks like new) \$10. All parts in good to fair condition. My loss is your gain. I need the space. Andy Brown, 717-512-1710 or 67abrown@comcast.net Carlisle, PA.

Kellogg's Garage: Home of the Junkyard Junkie, has a 25 year collection of Falcon and Comet parts in high, dry Colorado. Lenny Kellogg 970-593-1964 or lenkellogg@lpbroadband.net CO.

1962 Falcon four door parts. Body parts, transmissions, motors, all kinds of parts. Perry Lee, 860-568-1829. CT.

Warty's Falcon Parts, LLC, your Falcon cooling system specialist. Come see us at www.wartysfalconparts.com or call us at 301-349-2666. Mike Garrett, MD.

Miscellaneous Falcon parts. 6 cylinder engine parts, 2 and 3 speed transmission parts and original rear ends or parts. Mark Keeley, 406-376-3163 or momn-popsshop@hotmail.com. MT.

Fordomatic 2-speed rebuilding kits with gaskets, o'rings, lip seals, clutches (bronze frictions & steels), sealing rings, front and rear seal, \$135. Specify engine size and year. Bands \$45. each exchange, adjustable modulator \$15. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, 56 Dale Street, Needham Hgts., MA 02494-1218. 781-449-2065 anytime. www.autotran.us.

Large 27-year collection of good used Falcon Parts for reasonable prices. Also some parts for Comets and Fairlanes. Fiberglass front clips new for 60-61 Falcon race cars. Held on with pins. \$650 Call or email for availability and prices. Call or email Don Branson, 636-228-4501 or dbranson@mail.win.

org. 4097 Hwy T, Marthasville, MO 63357-2019.

New Chapter Forming

A group of Falcon Club of America members are in the process of forming a new Chapter in the Pittsburgh, Pennsylvania area and will include western PA as well. If you are interested please contact Bob Smith at 412-793-9683 or paur4s@verizon.net.

Miscellaneous For Sale

Book, *History of Ford Falcon 1960-1963*, \$25. Brian Gallimore, 517-622-1370 or rachelg7@aol.com. MI.

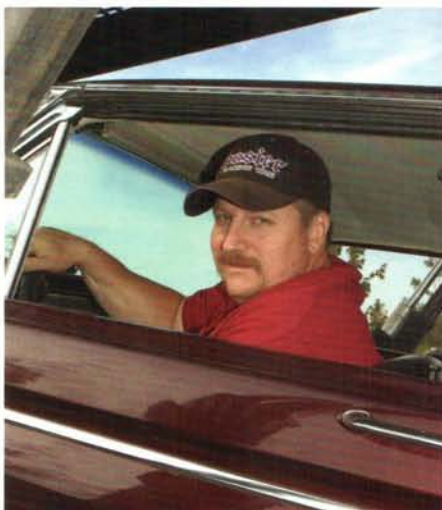
KEYS. NOS (Original) Keys and Gold Plated Keys for Falcons and all Ford Models. Many of those hard-to-find keys and lock cylinders. Keys cut by code, inquire with Year, Make and Model. We stock POR-15 Restoration Products. JESSER'S CLASSIC KEYS, 26 West Street, Dept. FCA, Akron, OH 44303. Phone: 330-376-8181, Fax: 330-384-9129 www.jessersclassickeys.com

Shop Manuals by Ford: '60-'63 \$34.95 '64-'68 \$49.95 ea. '69-'70 \$59.95 ea. '63 Owners Manual: \$14.95 Part Interchange Manual: '60-'65 or '63-'70 \$39.95 ea. Falcon 140 page Road Test book '60-'70 \$19.95 Hardcover Falcon history book \$39.95. Alex Voss 4850 37th Ave. So. Seattle, WA .98118. 206-721-3077. Alex@books4cars.com.

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Check it out!**

Midwestern Regional Meet

The 2008 National Convention will be held in Springfield, Missouri July 10-12. The Regional Meet in October attracted 82 Falcons and a good time was had by all. The National Meet hosting Chapters are hard at work making sure the National Convention will be a huge success. If you haven't registered yet, use the form in this issue to get your hotel and registration completed now; this makes it so much easier for the hosting chapters. If you didn't make the Regional, here are some photos to lure you to the National. Thanks to Jim Inman and Maggy Crawford for their photo contributions.



Mark Sword, National Meet Chairman



Rick's swap space, first in a long time



Matching 1960 Falcons: Jeff and Arnie



Maggy and Rod Crawford



Board Member Bill Knabe



Falcon family affair



R.L. Hall hams it up



Seasonal decorations



Deputy Mayor is pumped over Falcons



2008 National Meet: July 10-12, 2008. Register Now with the form in this issue!
Be There!

Forerunner to 2008 National Meet



Pat and Roy Sword, FCA Founder



Wilma and Jerry—all smiles going on 40+ years!



Maggy's Corner



In keeping with this issue's youth oriented theme, we are proud to present photos from the Springfield Regional Meet from our youngest contributing photographer to date, Maggy Crawford. Maggy is eight years old and a third grader in Leawood, Kansas. Her dad, Rod Crawford, brought his very nice 1964 Sprint convertible and was a class winner. Maggy covered the event from her perspective and did a fine job. Dad said he was thrilled to find his girl was interested in old cars! Looking forward to more Maggy photos from the National Meet.



Dad relaxes by his '64 Sprint



Bro' Max and Maggy's enterprise



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Ranchero



1964 Falcon Art Print

Highly detailed photo art prints are designed by Artist Danny Whitfield. These cars represent some of the finest American steel to ever roll down the road. We have just completed a series of prints for Ranchero, Falcon, Fairlane, Torino, Galaxie and Comet. These are all custom made to order. High quality 16" x 20" photo paper is ready for framing. A Dearborn Classics Exclusive! Made to order please allow 2-4 weeks for delivery

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ART64XC..... 64 Falcon Sprint Convertible Art Print -16"x20" (Black) (Silver)

Rack-n-Pinion Kit

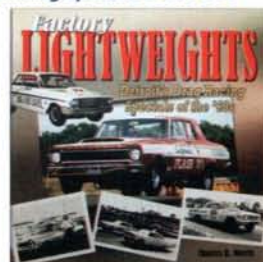
This all new engineered bolt in Rack & pinion conversion kit allows you to convert your original sloppy steering to new modern performance and handling. Mounts to stock ball joints and includes rebuilt power rack & pinion unit and all mounting hardware. Engineered to mount into stock components with ease. Installs in an afternoon with proper tools. Note: for automatic only, will NOT fit 4-speeds. Can be used with Dearborn Classics Tri-Y headers, cast iron headers or stock small block exhaust manifolds only.



RAP60X 60-65 Ranchero, Falcon, Comet Rack & Pinion Kit ea 999.95

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Racing Specials of the '60s chronicles Factory Lightweights: Detroit's Drag racing, these rare cars that still inspire admirers and imitators today. Cars like the Ford Fairlane 427 Thunderbolt, Pontiacs Super Duty Catalina, Dyno Don Nicholson's Chevy II Wagon, and a whole assortment of Hemi-powered Mopars, sit at the top of the heap when you're talking about fastest American muscle cars produced during the 1960's. Limited numbers of these cars were produced and very few still survive today.



29.95 ea.

LT279 Factory Lightweights-Detroit's Drag Racing Specials of the 60's

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BLT47525 Ball Milled Aluminum Window Vent, Rear Handles pr 89.95



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